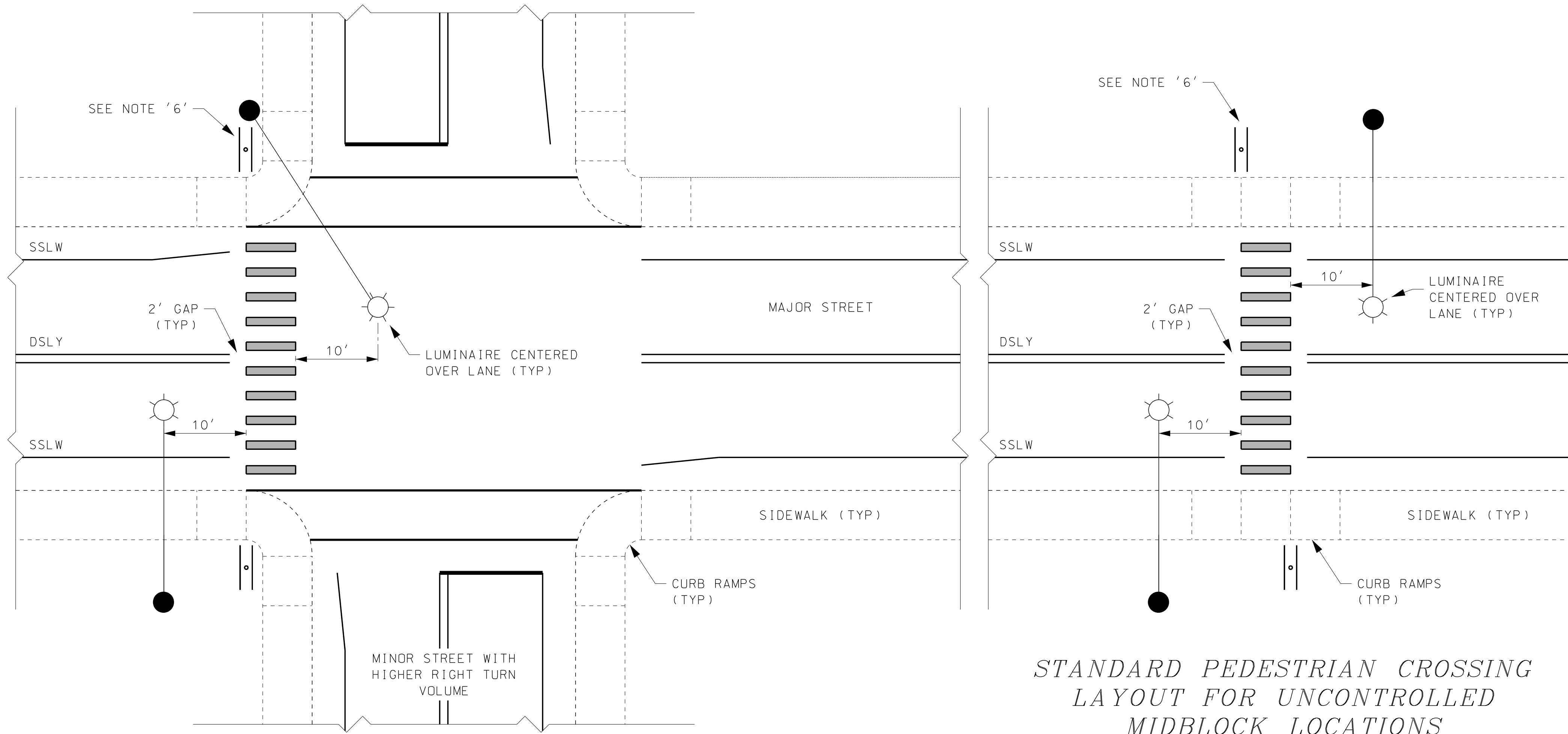


*GENERAL NOTES*

1. SPACING FOR THE CONTINENTAL BLOCK MARKINGS SHOULD BE UNIFORM FOR EACH INDIVIDUAL CROSSWALK BUT BE ADJUSTED TO AVOID PLACEMENT DIRECTLY IN THE WHEEL PATH.
2. CROSSWALKS LOCATED AT A YIELD CONTROLLED SLIP RAMP OR OTHER YIELD CONTROLLED INTERSECTION APPROACH SHALL USE CONTINENTAL BLOCK MARKINGS REGARDLESS OF WHETHER THE CROSSWALK IS IN ADVANCE OF OR BEYOND THE YIELD CONTROL.
3. LOCATE UNCONTROLLED CROSSWALKS TO THE LEFT SIDE OF THE MINOR STREET WITH THE HIGHER RIGHT TURN VOLUMES.
4. STREET LIGHTING FOR UNCONTROLLED CROSSINGS TO MEET FHWA "INFORMATIONAL REPORT ON LIGHTING DESIGN FOR MIDBLOCK CROSSWALKS" (APRIL 2008) WHEN REQUIRED.
5. WHEN PROPOSED BY A MUNICIPALITY OUTSIDE NHDOT, INSTALLATION OF STREET LIGHTING SHALL MEET THE REQUIREMENTS OF THE CURRENT EDITION OF THE NHDOT UTILITY ACCOMMODATION MANUAL, AND IS SUBJECT TO THE REQUIREMENTS OF THE EXCAVATION PERMIT AND POLE LICENSING PROCEDURE.
6. VERIFY THAT WARNING SIGN LOCATIONS ARE NOT OBSCURED FROM THE VIEW OF APPROACHING TRAFFIC BY LIGHT POLES OR OTHER OBJECTS.
7. CONTROLLED CROSSWALKS SHALL BE OUTSIDE THE PAVEMENT LIMITS OF THE MAJOR STREET. THIS APPLIES TO BOTH MARKED AND IMPLIED CROSSWALKS.

*LEGEND*

(T) = THERMOPLASTIC

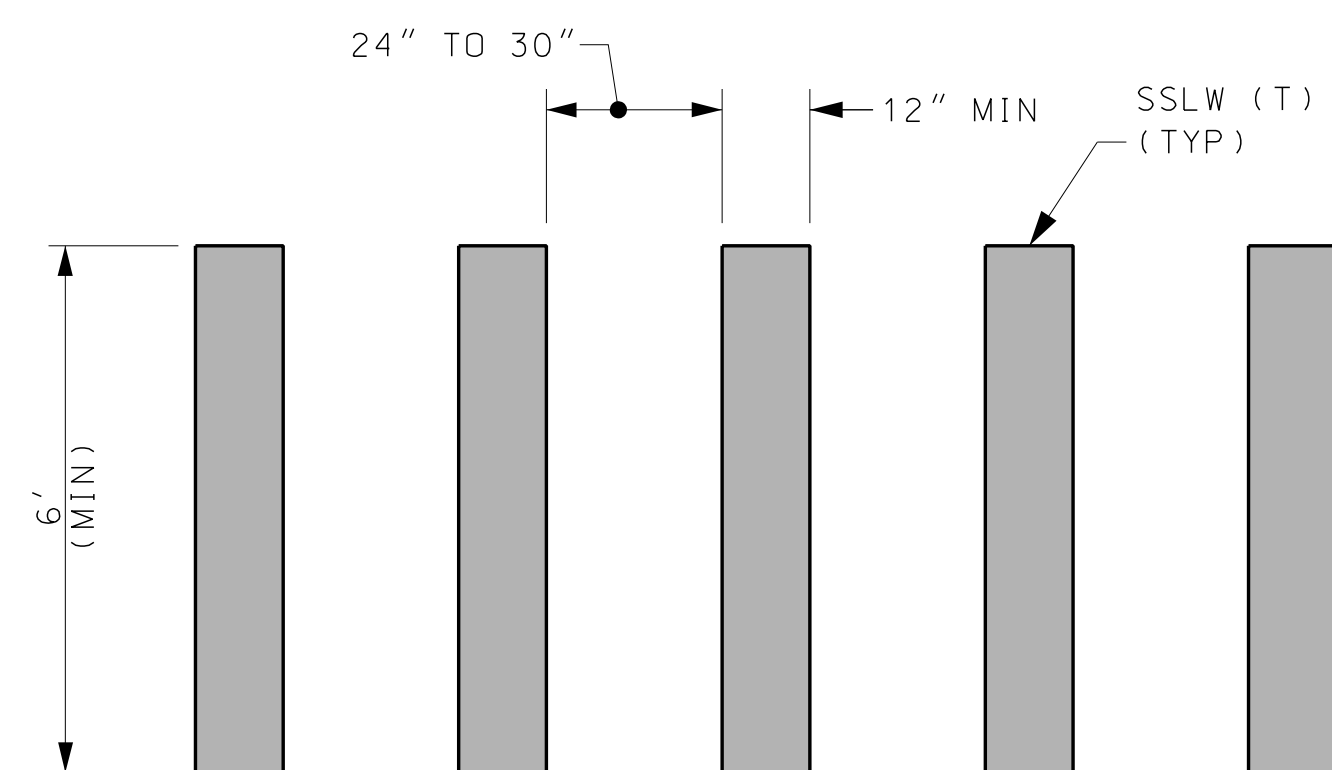


*STANDARD PEDESTRIAN CROSSING LAYOUT FOR UNCONTROLLED MIDBLOCK LOCATIONS*

N.T.S.

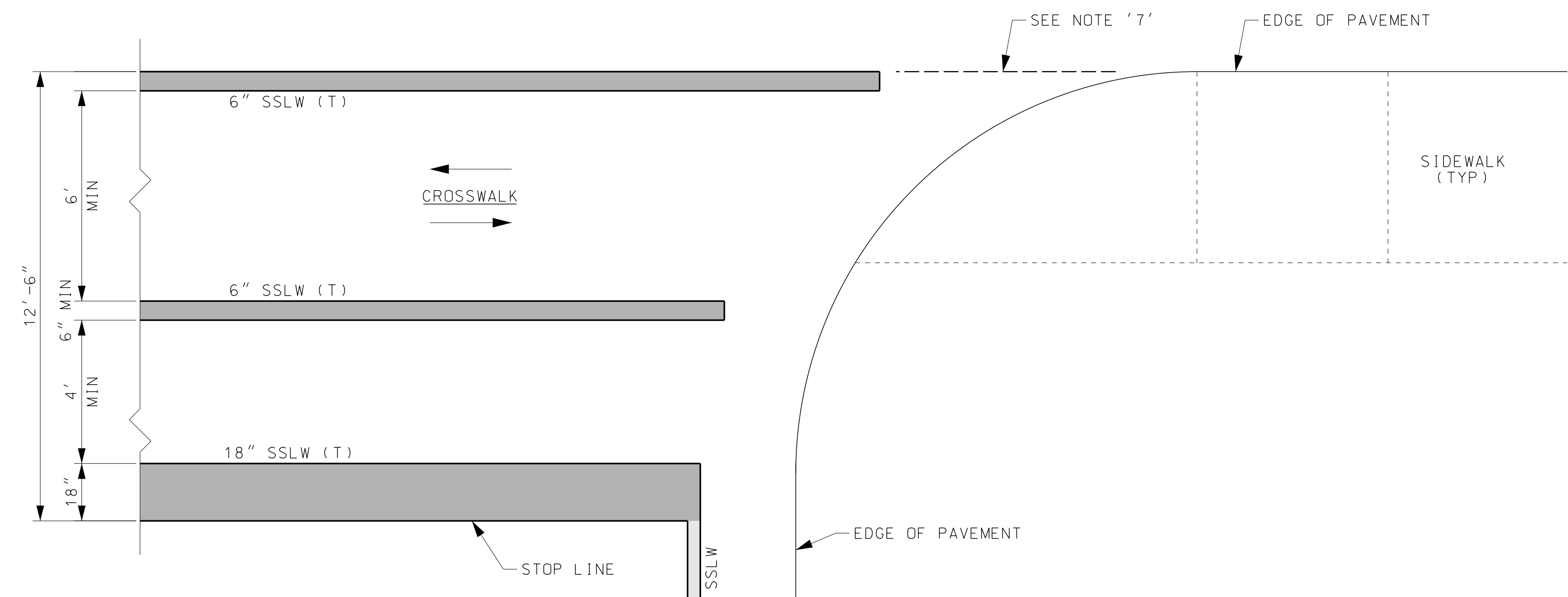
*STANDARD PEDESTRIAN CROSSING LAYOUT FOR CONTROLLED AND UNCONTROLLED APPROACHES AT INTERSECTIONS*

N.T.S.



*CONTINENTAL CROSSWALK MARKING DETAIL FOR UNCONTROLLED CROSSING LOCATIONS*

N.T.S.



*STANDARD CROSSWALK MARKING DETAIL FOR CONTROLLED CROSSING LOCATIONS*

N.T.S.

PAVEMENT MARKING STANDARD

*PEDESTRIAN CROSSINGS*